

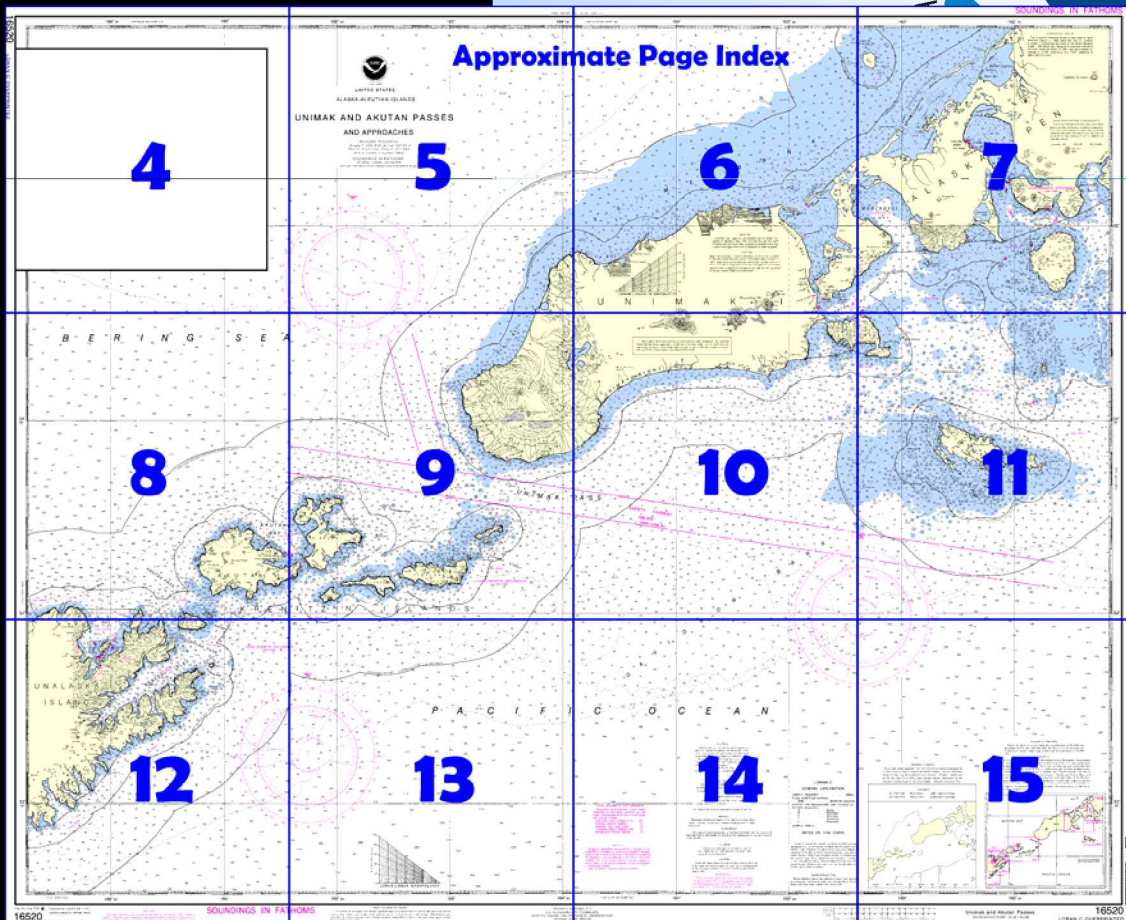
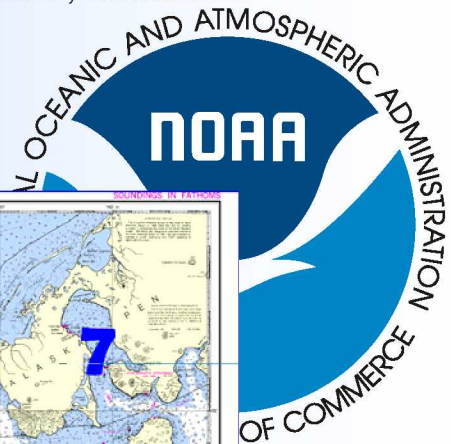
BookletChartTM

Unimak and Akutan Passes and Approaches (NOAA Chart 16520)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

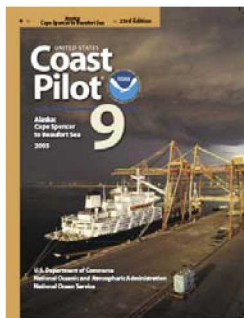
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 7 excerpts]

(37) **Unimak Island**, the first of the Aleutian Island chain, is separated from the end of the Alaska Peninsula by narrow Isanotski Strait (also called False Pass). This pass is practically closed by shoals at its entrance from the Bering Sea. Unimak Island is about 50 miles long and 23 miles wide; it is extremely mountainous, bare of trees and generally grass covered.

(47) At the S end of the sand beach is a broad valley; the S point is a sharp steep-sided

projection, about 350 feet high, which forms **Promontory Cove**, small, and open to N. The cove is reported to afford anchorage with protection from S winds but not from the swell. The bottom is sandy, and shoaling toward the beach is gradual.

(50) **Arch Point**, 3 miles NE of Seal Cape, is a rocky projection 172 feet high with an arch through the point near its extremity. The arch is visible

only from onshore or close to shore. A small sand beach on the W side of Arch Point is well protected from any weather, except from the S, by the point itself and by a projecting ledge. The heavy surf, which generally prevails along most of this coast, is reported to be absent on this beach. Small boats could probably land here in an emergency.

(54) **Scotch Cap**, 420 feet high, is a precipitous cliff of rock that extends along the beach nearly 1 mile. Back of the cliff the land slopes downward for nearly 1 mile, then rises uniformly to the higher land of the island. Scotch Cap can be seen many miles in clear weather and is unmistakable.

(56) **Scotch Cap Light** (54°23'42"N., 164°44'42"W.), 110 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark about 1.8 miles ESE of Scotch Cap.

(58) About 1 mile N of Sennett Point a reef makes out 0.2 mile from shore; the rocks at the outer end of the reef are 3 feet high. The bight between the reef and Sennett Point offers the best shelter and has the best holding ground in this locality. Anchorage inside the 10-fathom curve is usually free from current, no matter how strong it may be running in Unimak Pass. In 1938 a survey ship rode out several SE gales at this anchorage.

(59) A good landing is just N of Sennett Point. It is a small protected beach between the rocky ledges of the point and a group of inshore rocks, the highest is 13 feet. In S weather, this is the best small-boat landing on the W coast of Unimak Island. Mail and supplies for both Scotch Cap and Cape Sarichef Lights are landed on this beach when landings cannot be made at either light. A small cabin on the shore is kept in repair by the U.S. Coast Guard, and is equipped with stove fuel and a few necessary supplies. In N weather landings are made in the bight S of Sennett Point.

(62) A shoal area extends W from Cape Sarichef for about 3 miles. Depths on the shoal are 7½ to 15 fathoms; the bottom is mainly gravel, with some rocky patches. The shoal appears to be a submerged extension of the lava flow on the coast. Ships should avoid crossing it because of the heavy tide rips, overfalls, and eddies; the current reaches a velocity of 4 to 6 knots. During favorable weather and sea, passage may be made inside the rocky patches by following the shore at a distance of 0.5 mile.

(63) **Cape Sarichef Light** (54°35'57"N., 164°55'49"W.), 170 feet (51.8 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the W end of Unimak Island. Several large buildings are near the light. In very smooth weather, boats can land in the small cove directly below the light.

(64) **Unimak Pass** is the first ship passage SW of the Alaska Peninsula into the Bering Sea. It is about 10 miles wide between the SW end of Unimak Island and Ugamak Island, which is one of the smaller islands of the Krenitzin Group.

(65) Unimak Pass is the widest of the Fox Islands Passes and the most generally used by deep-draft vessels. Unalga and Akutan Passes, 50 miles farther to the W, are convenient under certain conditions if bound for Dutch Harbor, but Unimak Pass is the only one of the three that is lighted.

(67) Unimak Pass is free from outlying dangers, but the currents and prevailing thick weather make it necessary to exercise unusual care in approaching the pass, especially from S. The Krenitzin Islands furnish considerable protection from S and SW weather, but during E or N weather the seas in Unimak Pass are accentuated by the current. A northeaster will also augment the prevailing SW current along the Alaska Peninsula.

(68) SE of Unimak Pass is **Davidson Bank**, on which the depths vary between 35 and 50 fathoms; the seaward edge of the bank drops off sharply into deep water. At times there is a marked change in the color of the water from blue to green when coming from deep water onto the bank. The current runs W with an average velocity of about 0.2 knot; with an E wind it reaches a velocity of more than 1 knot along the 100-fathom curve. Tide rips are of frequent occurrence.

(69) A vessel should be sure of its position before attempting to enter Unimak Pass, and in thick weather should not attempt the other passes.

Table of Selected Chart Notes

Corrected through NM Aug. 09/08
Corrected through LNM Jul. 29/08

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

LOCAL MAGNETIC DISTURBANCE
Magnetic disturbances have been observed in the area covered by this chart. Differences from the normal variation are as follows:

| | |
|-------------------------------|-----|
| Cold Bay, near Vodapoini Pt. | 14° |
| Krentzin Island, Tigalda I. | 5° |
| Belkofski Bay, east coast | 5° |
| Unalaska Island, Beaver Inlet | 4° |
| Akutan and Rootok Islands | 3° |

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|--------------|--------|------------|
| Unalaska, AK | WXK-89 | 162.55 MHz |
|--------------|--------|------------|

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:300,000 at Lat 54°20.5'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.124" southward and 7.037" westward to agree with this chart.

NOTE B
Mariners are urged to use extreme caution while navigating in Bechevin Bay. The channel through the north entrance and Bechevin Bay is subject to frequent shoaling. Local knowledge of the area is essential for safe navigation.

HEIGHTS
Elevations of rocks and lights are in feet above Mean High Water. Contour values and summit elevations refer to Mean Sea Level.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

8/5 POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16520

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166° 30'

CONTINUED ON CHART 16011

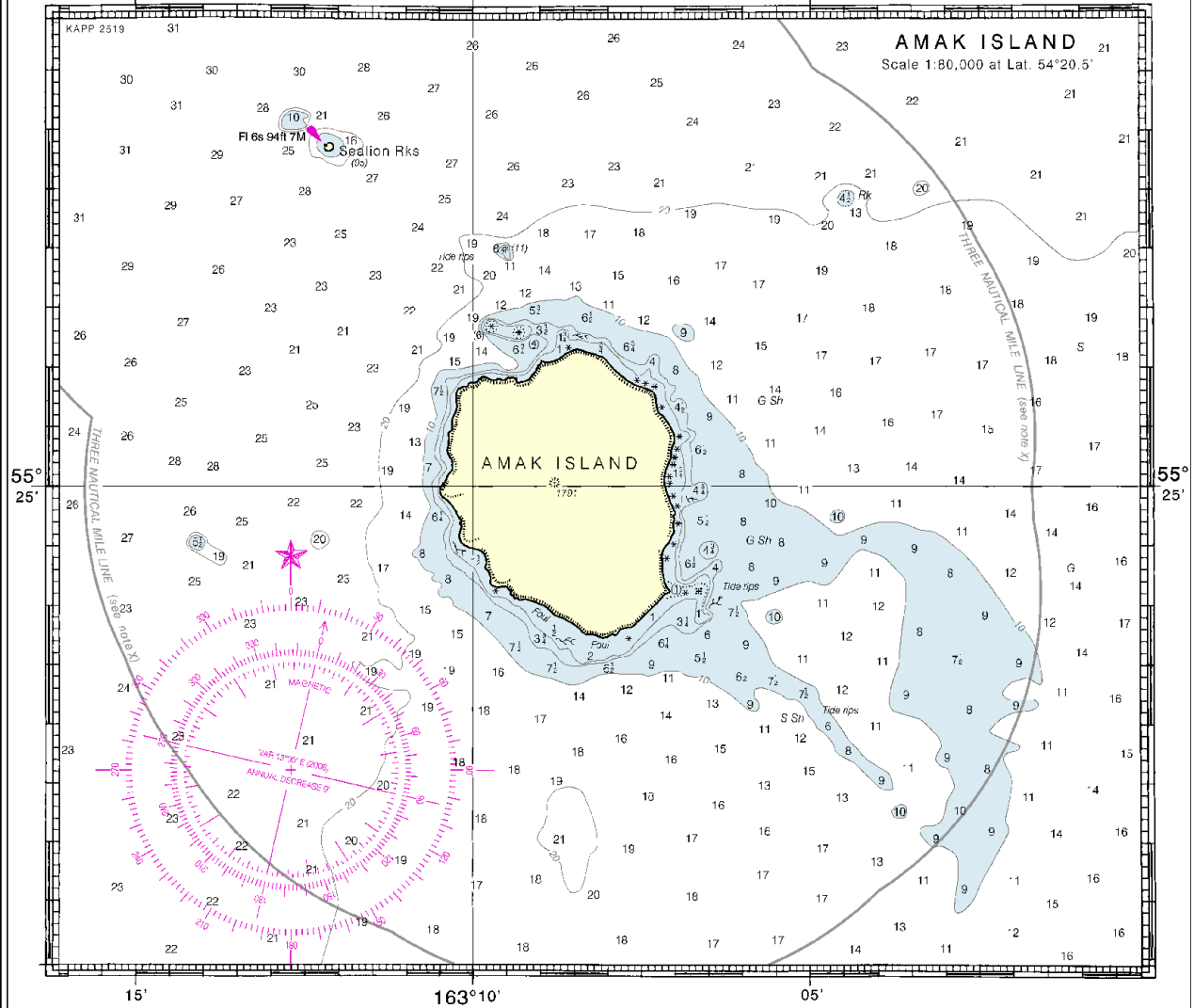
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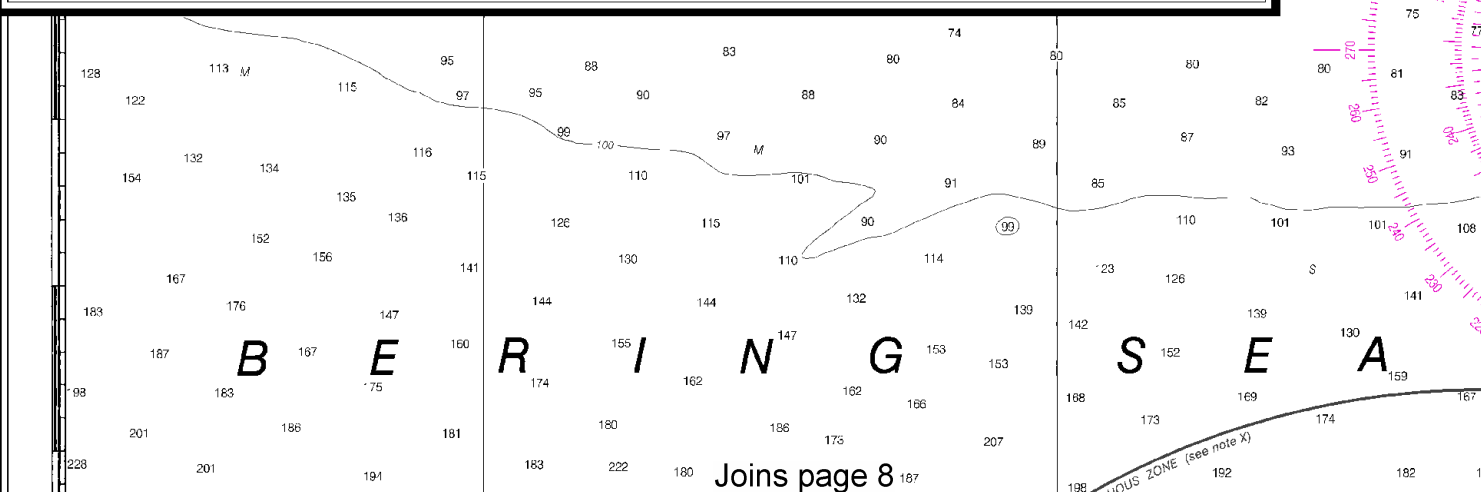
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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

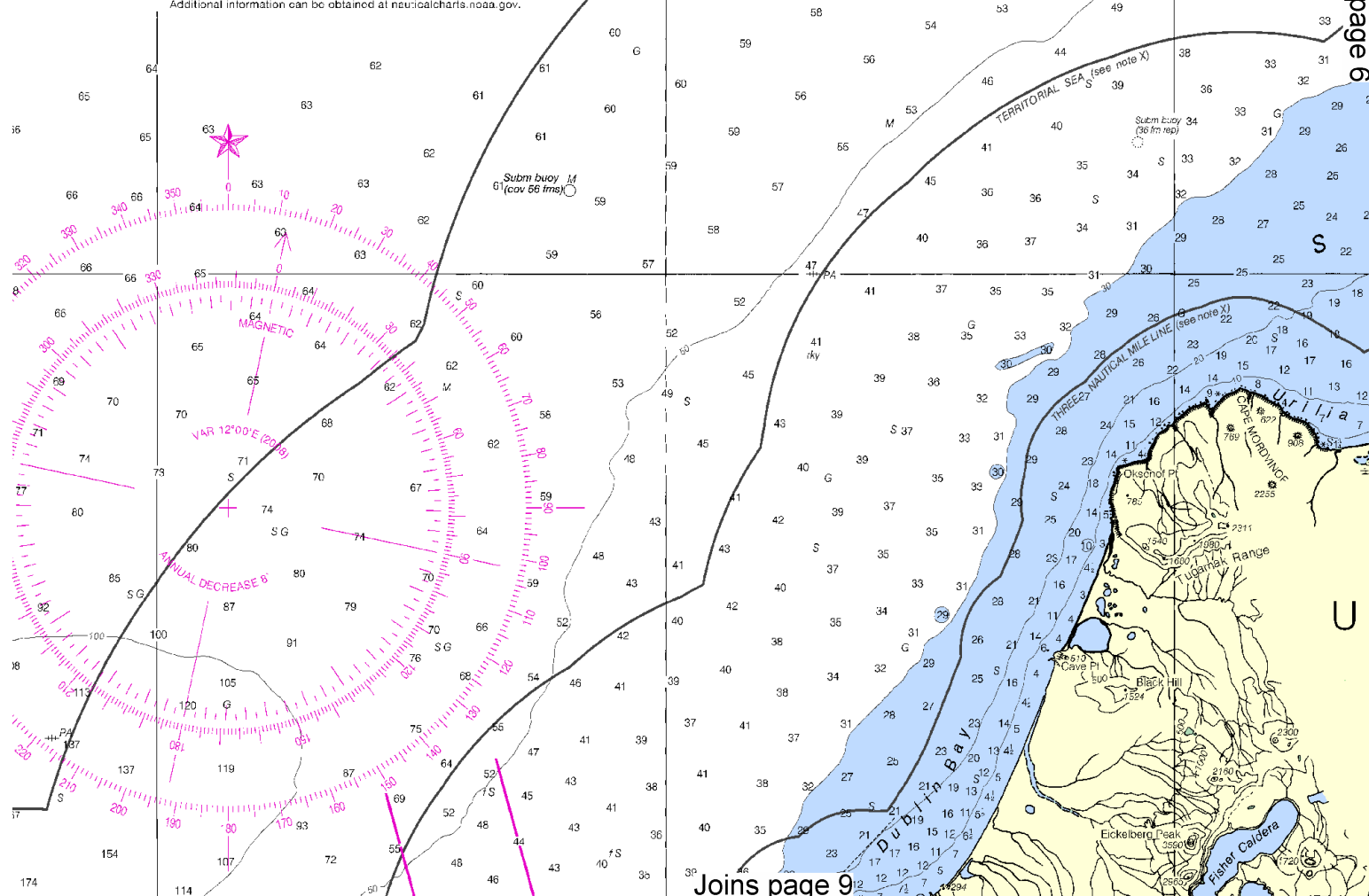
ALASKA-ALEUTIAN ISLANDS

NIMAK AND AKUTAN PASSES AND APPROACHES

Mercator Projection
Scale 1:300,000 at Lat 54°20.5'
North American Datum of 1983
(World Geodetic System 1984)

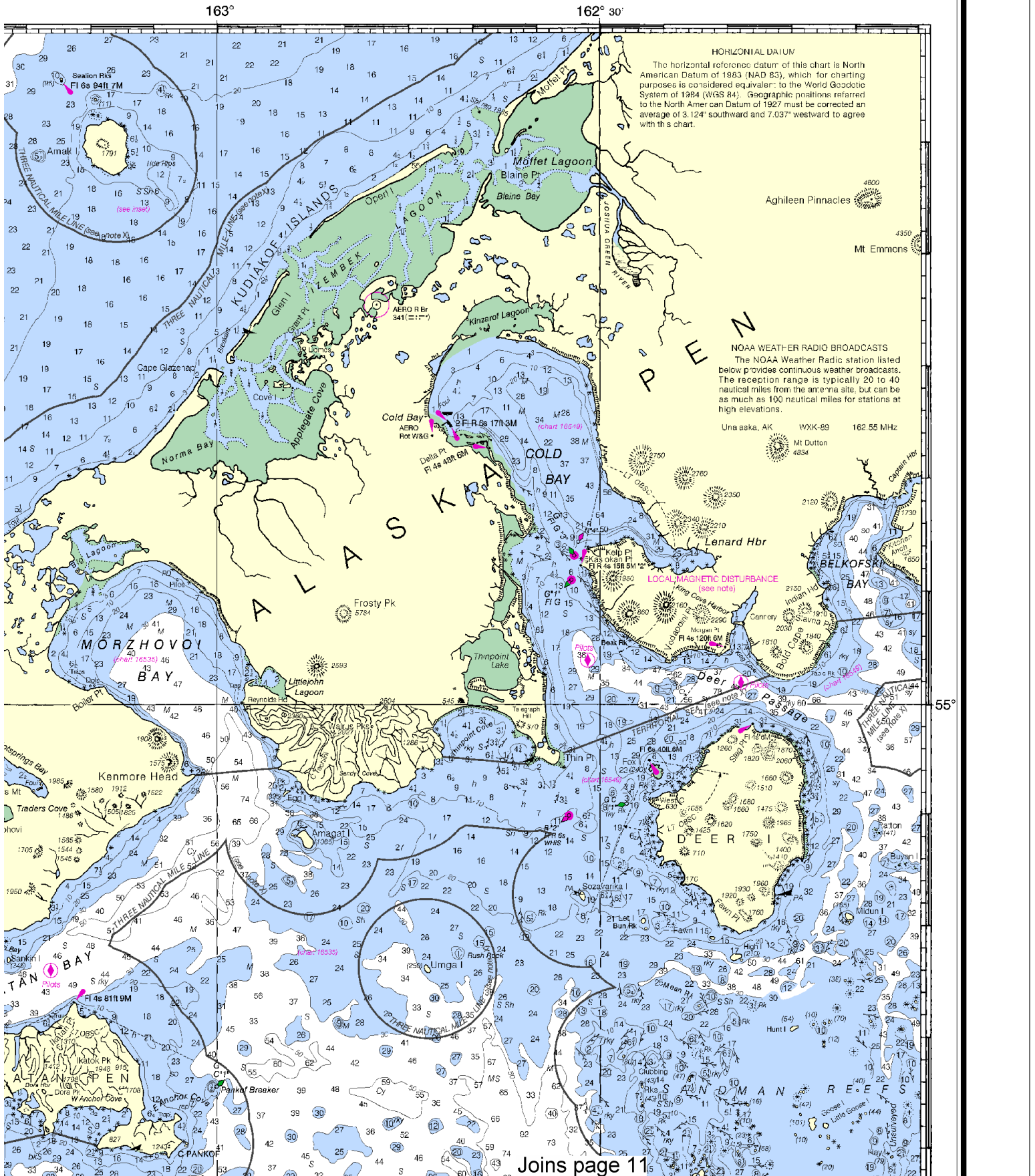
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



This BookletChart was reduced to 70% of the original chart scale.

The new scale is 1:428571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4

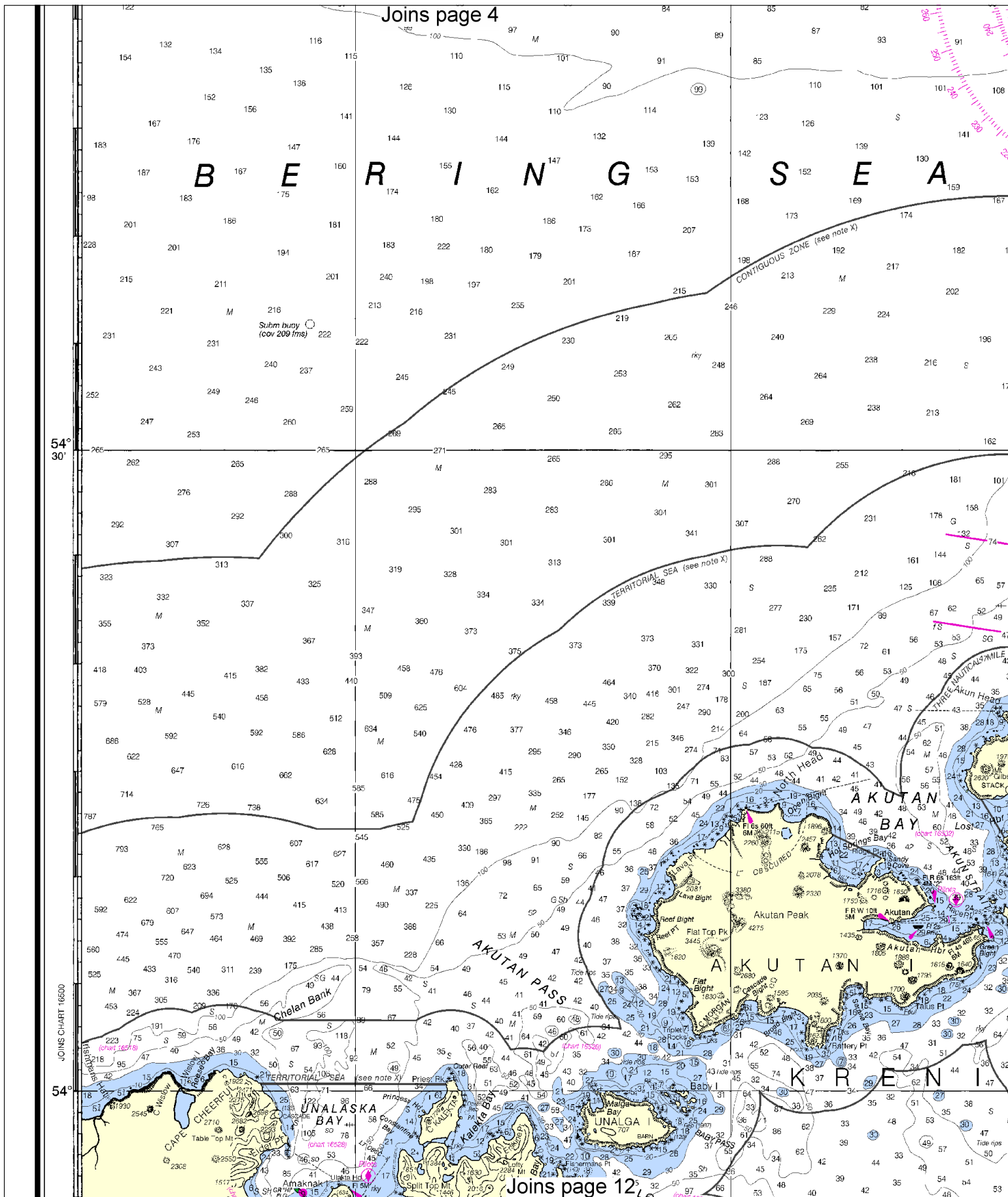
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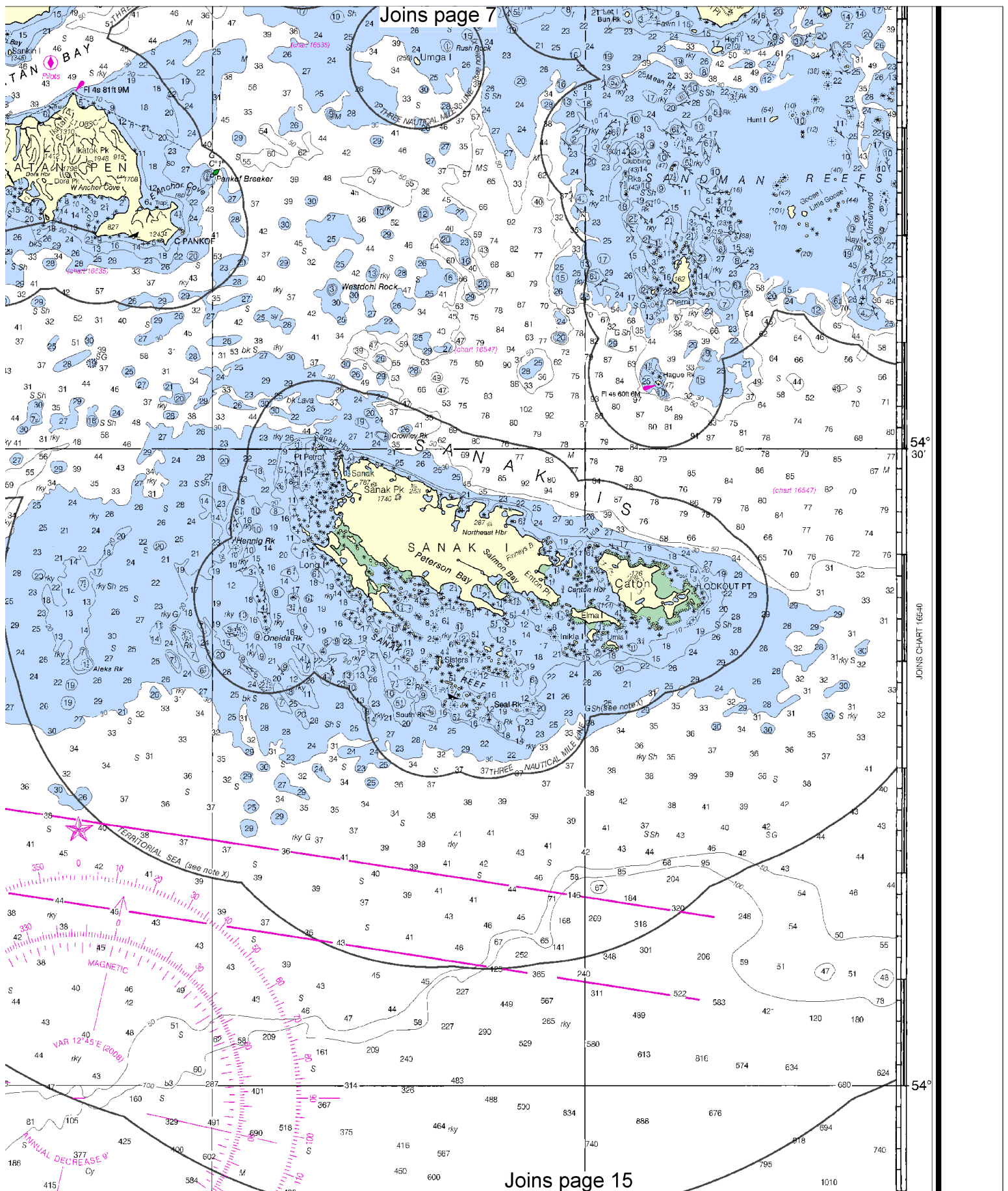
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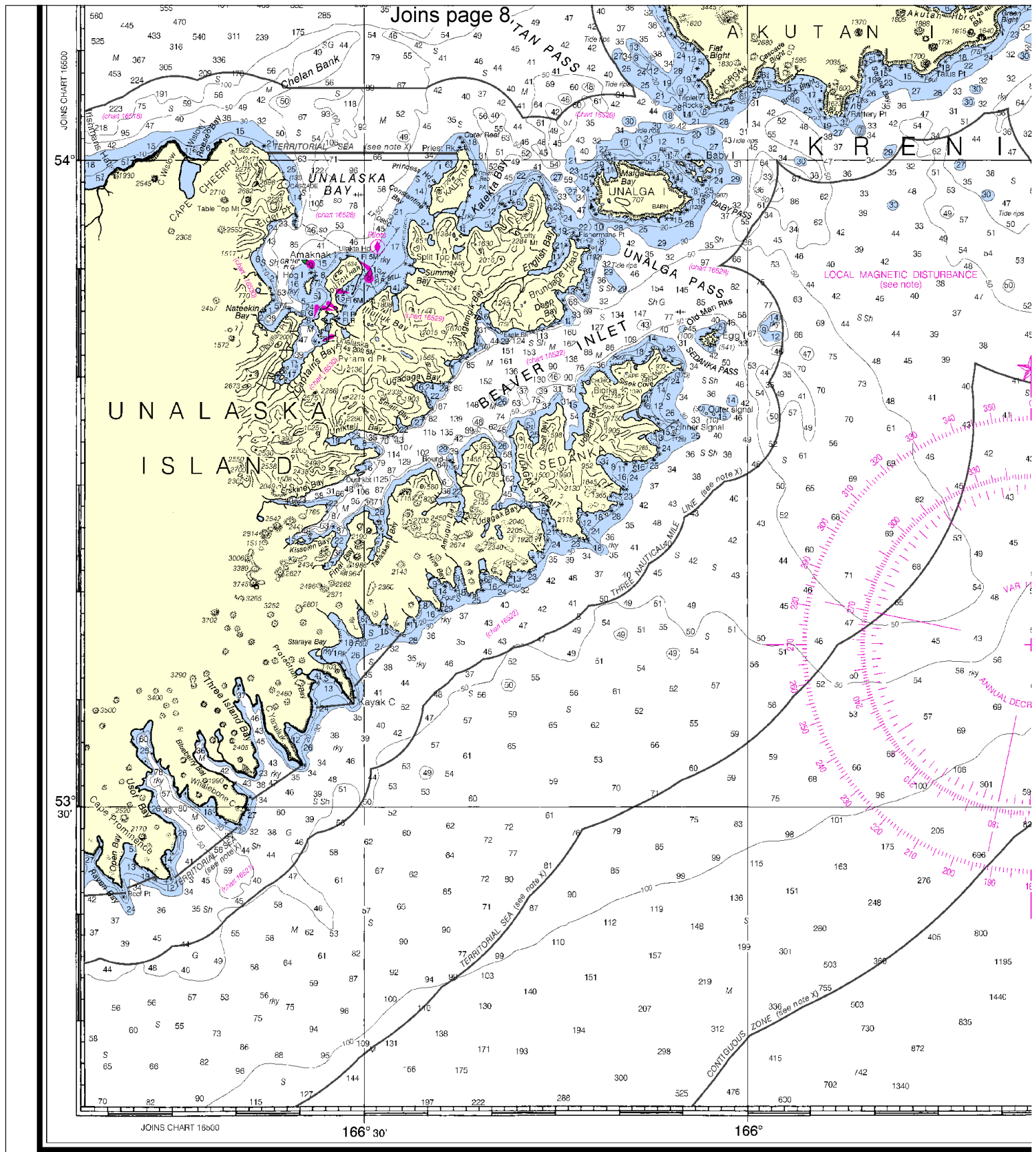
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Joins page 9

Joins page 14





23rd Ed., Aug. / 08 ■ Corrected through NM Aug. 09/08
Corrected through LNM Jul. 29/08

16520

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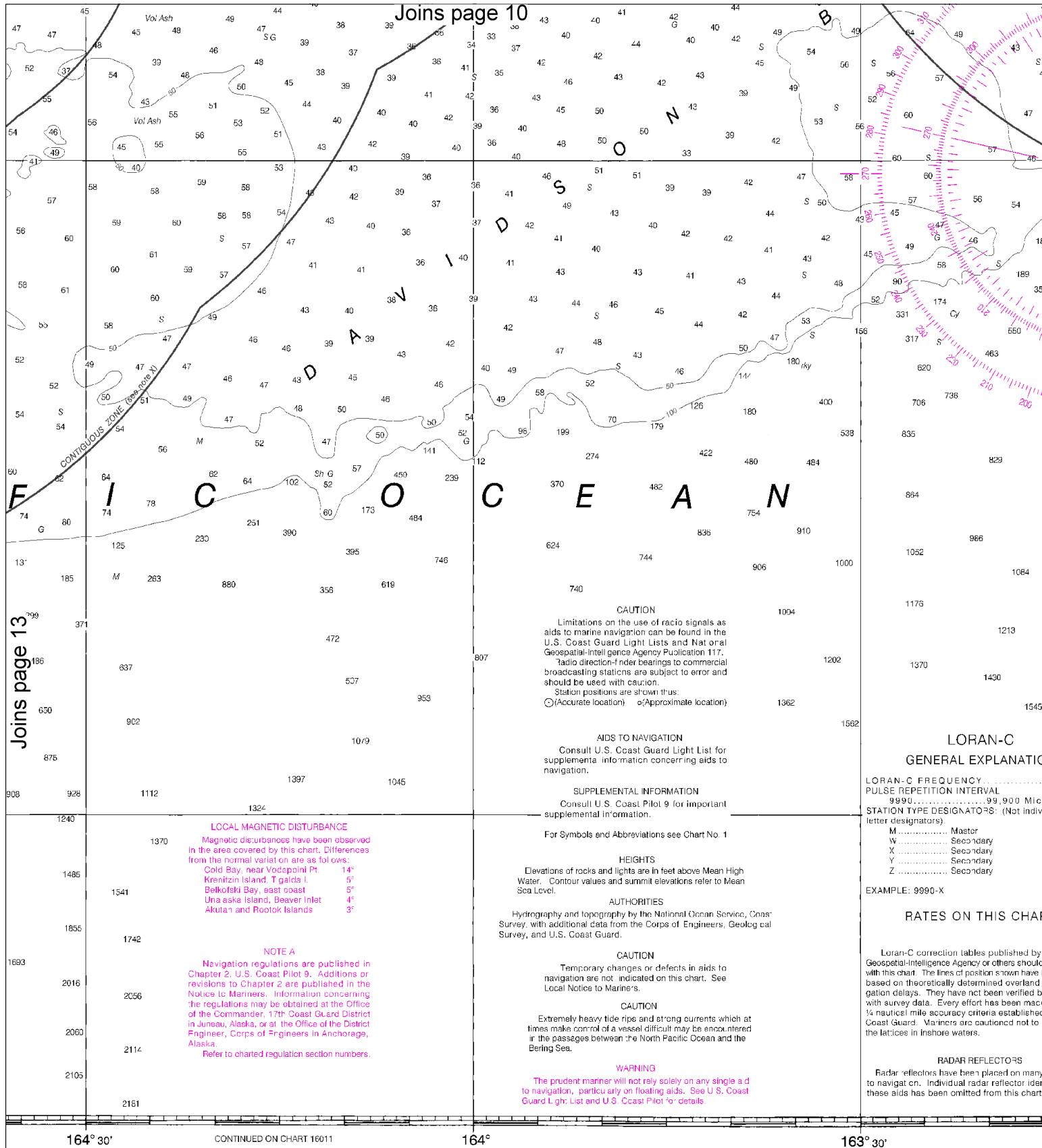
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued period call by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

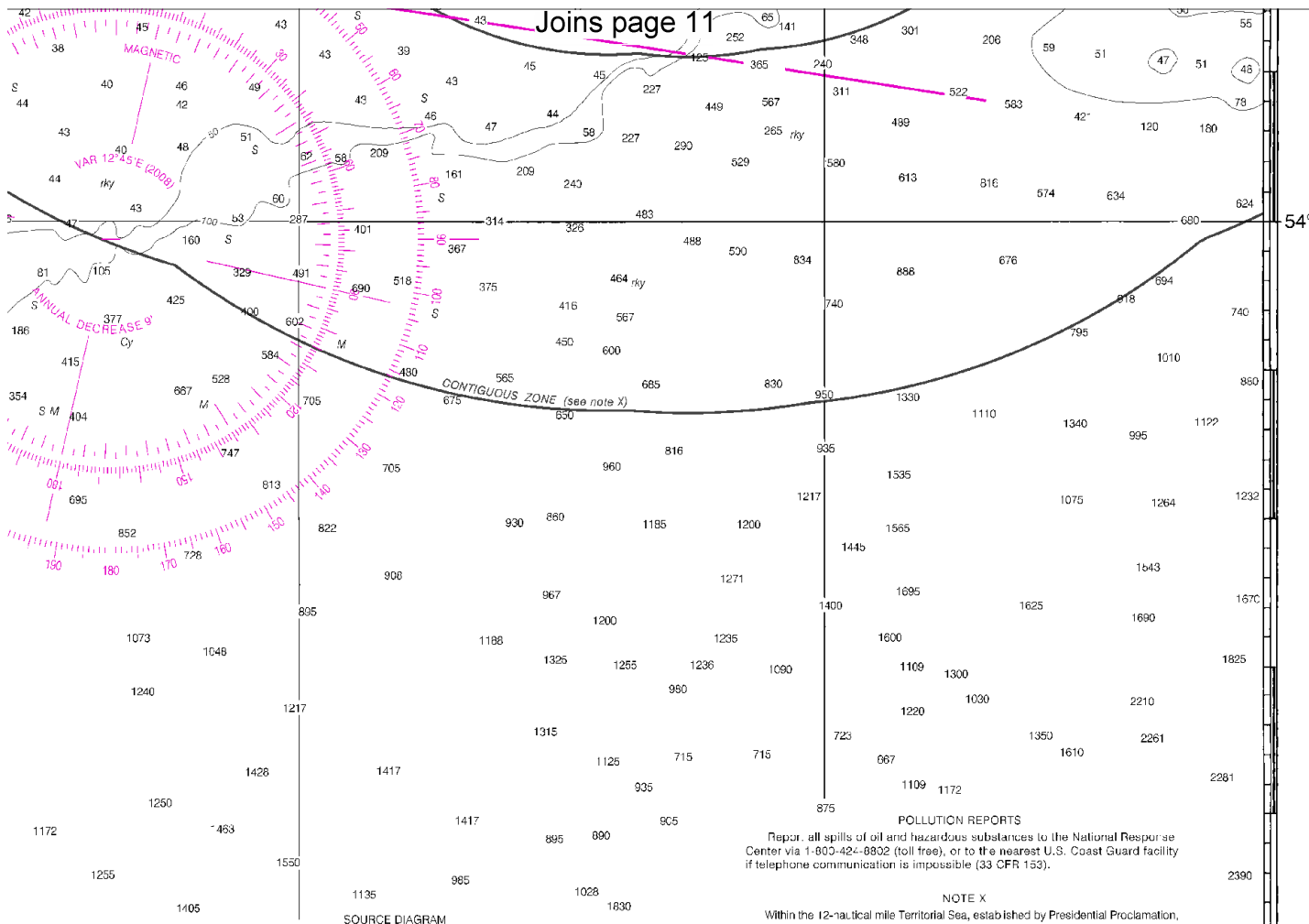
SOUNDING

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Joins page 11



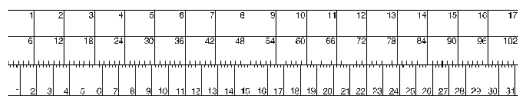
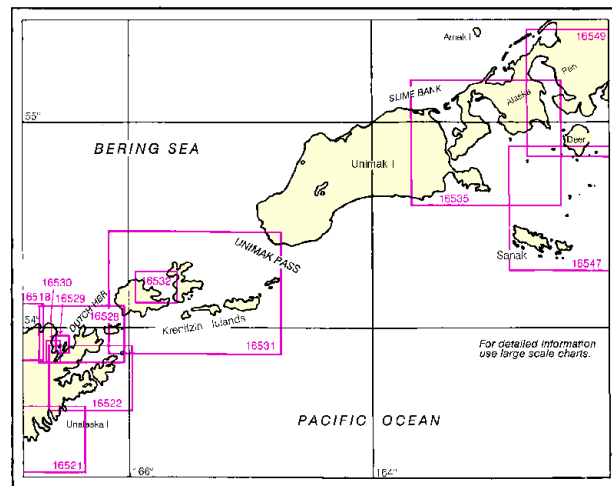
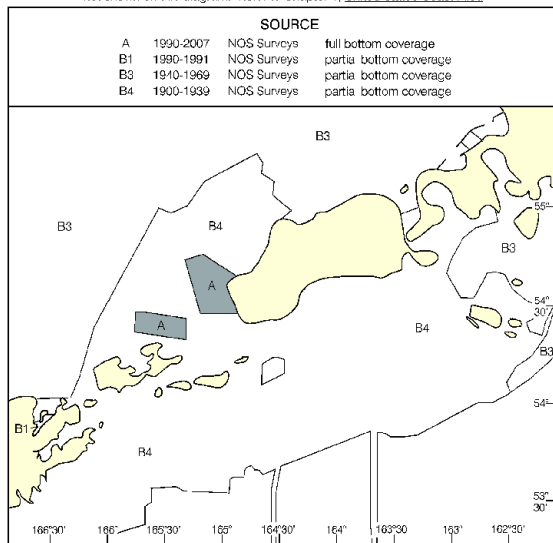
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Unimak and Akutan Passes
SOUNDINGS IN FATHOMS - SCALE 1:300,000

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.